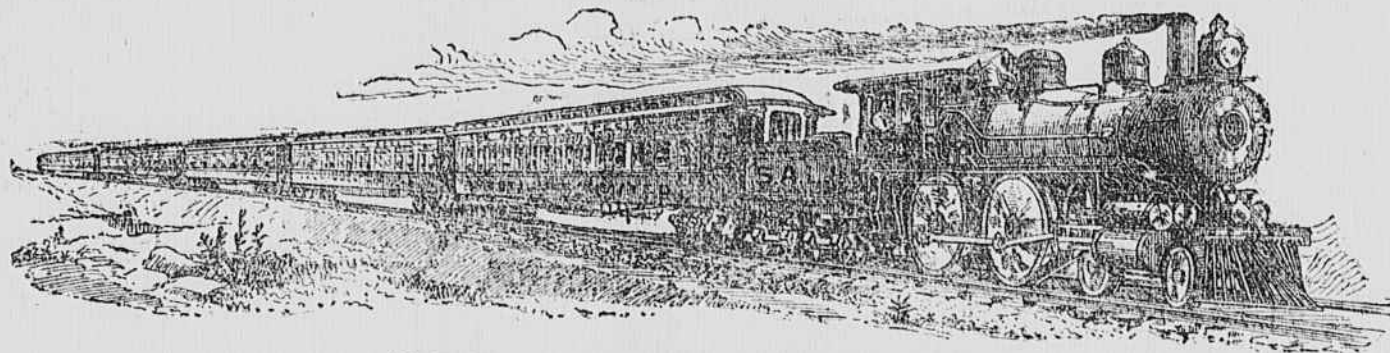


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Direct Route Between the North and South.
TWO THROUGH TRAINS DAILY TO ATLANTA AND NEW ORLEANS
From New York, Washington, Richmond, Norfolk, Portsmouth and Old Point.

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Fast Freight
and
Passenger Route.



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Time
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BOSTON AND PROVIDENCE,

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For Further Information Address

JOHN H. WINDER,
General Manager.

H. W. B. GLOYER,
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T. J. ANDERSON,
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The Merchants' and Miners' Transportation Co.

Are now running their New and Splendid First-Class Freight and Passenger Steamships. FLEET: Gloucester, Fairfax, Essex, Dorchester, Chatham, D. H. Miller, Berkshire, Alleghany, W. Crane, W. Lawrence, leaving the Company's Wharf, Norfolk.

EVERY MONDAY, WEDNESDAY AND FRIDAY FOR BOSTON, 6 P. M.

THE REGULARITY, SAFETY AND DESPATCH OF THESE STEAMSHIPS CANNOT BE SURPASSED.

FOR PROVIDENCE Every Tuesday and Saturday at 5 P. M.

For Savannah Every Sunday, Wednesday and Friday at 9 A. M.

FOR FURTHER INFORMATION APPLY TO

R. H. WRIGHT, Agt., Norfolk, Va.

J. C. WHITNEY, Traffic Man'gr, Baltimore, Md.

W. P. TURNER, General Passenger Agent, Baltimore, Md.

A. D. STEBBINS, Asst. Traffic Man'gr, Baltimore, Md.

TRANSPORTATION LINES

Concluded from Tenth Page.

Berkshire, Wm. Craine and D. H. Miller have been assigned. The two first mentioned have a tonnage of about 2,500; the other ships of the line are of about 1,500 tons burden. Connections are made at Boston and Providence with the railroads and steamers for all New England points; and with the Cunard, Warren, Leyland and Allan Lines for Liverpool; at Norfolk, with Norfolk and Washington Line of Potomac River steamers, for Washington and Potomac River points; Norfolk and Western Railroad, for all southern and southwest points via the East Tennessee, Virginia and Georgia Air Line and Associated Railways of Virginia and the Carolinas; at West Point, with the Piedmont Air Line; at Newport News, with the Chesapeake and Ohio Railway; at Savannah, with the Central Railroad of Georgia, and the Savannah, Florida, and Western Railroad; at Baltimore, with Liverpool and Bremen Lines, and the Baltimore and Ohio and Pennsylvania Railways, for all points west.

The steamers of this company are of iron and steel, built after the most approved models, provided with every safety appliance, commanded by experienced officers, all of them veterans of the company's service, and are commodious and luxuriously furnished. Saloons, stairway, social hall and state rooms are richly upholstered and carpeted in silks and plushes, and are appointed in colors to match the woodwork. The promenade deck is protected with awnings, the saloon well lighted and ventilated and the menu provided is first class in every respect. Every opportunity for pastime, and everything conducive to ease and good living is provided. The steamers for Boston leave here Mondays, Wednesdays and Fridays and those for Providence

leave Wednesdays and Saturdays. This company handles about 800,000 tons of freight annually at the Norfolk wharves, employing about 300 men at wages ranging from \$1 to \$3.50 per day. There is something like \$3,000,000 invested in the wharves, warehouses and floating property of the company.

The executive officers of the company are: George J. C. Appold, president; Michael Jenkins, vice-president; J. Whitney, traffic manager, and C. D. Leyfield, secretary, all four of Baltimore, Md.

Mr. Richard H. Wright, one of the most prominent young business men of Norfolk, is the local agent.

Clyde's Philadelphia, Richmond and Norfolk Steamship Co. Prominent among the Coastwise Steam Lines is the above. It was established about thirty years ago by Mr. Thomas Clyde, who was one of the most enterprising and successful steamship men of his day. He was one of the first to establish and operate lines along the coast, from Massachusetts to Texas. He was also the first to apply the propeller to mercantile use and to build iron and afterwards steel ships for the Coastwise trade. Since his death the business has been managed by his sons, Messrs. Wm. P. and B. F. Clyde. The business of this line between Philadelphia, Norfolk, Portsmouth, Petersburg and Richmond has kept pace with the growth of these cities, and the sizes of ships necessary to accommodate it have been doubled within the past ten years.

The following steamers now compose the fleet: Delaware, Pawnee, Gulf Stream, Gold Shore and Benefactor. Other ships are added from time to time as the necessities of the business demand. Freighters are received daily in Philadelphia to be forwarded to all points West, South and Southwest. Connection is made at this port with the Seaboard Air Line, Atlantic Coast Line, Atlantic and Danville, Norfolk and Western, Norfolk and Carolina and Norfolk and Southern railroads; also with

the steamers of the Old Dominion Steamship Company for all points on the rivers, bays and sounds tributary to Norfolk. Numerous steam lines which trade through the Albemarle and Chesapeake Canal from North Carolina help to supply freight for the line.

At Richmond their connections are with the Chesapeake and Ohio and the Southern Railway Company. During the winter ships run a regular tri weekly schedule. In spring and summer, to accommodate their truck shippers, they have four sailing days in each week, and are frequently compelled to sail two ships the same day. The general officers of the company are Wm. P. Clyde & Co., general agents; D. D. C. Mink, general freight agent, and James W. McCarriek, general Southern agent. The local officers are W. B. Langley, cashier; W. A. Marable, in charge of claim department, and Thomas J. Dasbiell, agent at Portsmouth, Va.

The Bay Line. The Baltimore Steam Packet Company has been a popular line with the traveling public for more than fifty years, and at present is an important link in the progressive operations of the Seaboard Air Line. The general officers of the company are in Baltimore; the Norfolk office is at the Bay Line wharves, at the foot of West Main street. The local agent is Mr. William Randall, who has been with the company for twenty-nine years—for eleven years agent here. His administration of affairs has always been satisfactory to the public, as well as the company.

The line maintains a daily service, Sunday excepted, the boats leaving Norfolk and Baltimore at 6:15 p. m. The passenger boats now in service are the "Alabama," 2,000 tons, the "Georgia," a 1,600-ton propeller, with accommodations for 350 passengers each, and the "Virginia," of 900 tons, carrying 250 people. The service is of the highest order in every particular. Large and luxuriously furnished saloons and state rooms, heated by steam and lighted by electricity, combined with a cuisine that cannot be surpassed, make the trip a pleasant experience and a delightful reminiscence.

Extra boats are run for the freight traffic as the business demands. The terminal facilities of the Bay Line here consist of two piers, 450x80 and 480x80, respectively, and two warehouses, one of which is used for exchange of through freights with the Norfolk and Western railroad, which has a track alongside. Connection is also made at this wharf with the Norfolk and Southern, Norfolk and Carolina and Atlantic and Danville roads and the boats that run up the Carolina sounds. Connection with the Seaboard and Roanoke road is made at Portsmouth.

The Norfolk and Washington Steamboat Company. The Norfolk and Washington Steamboat Company was established in 1891, for the purpose of securing the highest grade of travel from the National Capital to Norfolk and the watering places on the Virginia coast, Old Point and Virginia Beach. This route is very picturesque and beautiful. The banks of the Potomac river are dotted with Colonial residences, Mount Vernon being the most conspicuous. The company has built two beautiful, commodious and very swift steamers, Norfolk and Washington, with which a daily service is maintained between the places named and intermediate points.

The agent of the line here is Mr. D. J. Callahan, who has made a reputation for himself as a genial manager of affairs and has made himself popular with all the patrons of the line. This route is particularly popular with travelers for pleasure and commercial men, the latter of whom usually travel only by the best route. Connections are made in Washington with the Baltimore and Ohio and Pennsylvania roads and in Norfolk with all the roads centering here.

Virginia Navigation Company. The Virginia Navigation Company, chartered under the laws of

Virginia, operating between Norfolk and Richmond, owns two steamers—the Ariel and Pocahontas. The latter is a new steel vessel, recently built at Wilmington, Del., by the Harlan & Hollingsworth Company. Being superintended whilst under construction by the energetic president of the Company, Mr. Edward E. Barney (formerly of the Barney & Smith Car Company), she is a gem of utility and art, by long odds the handsomest vessel of her class ever employed in Southern waters. The line does a good business, both passenger and freight. At Norfolk, Richmond, Newport News and Old Point connection is made with all the rail and steam lines for points North, South, East and West.

Bennett's Line. This line owns six river steamers as follows: Helen Smith, Millie Kingston, Comet, Hattie and the W. B. Rodgers, which sail daily from Norfolk, except on Sunday, via the Albemarle and Chesapeake canal, for the landings on the Albemarle Sound, handling passengers and freight.

Pettit's North Carolina Line. The steamers of Pettit's North Carolina Line are, the Newton, Tahona and Harbinger, which sail four times a week via the Albemarle canal for Elizabeth City, Hertford, Columbia, Creswell, and all points points on North Perquimans, Sampson and Pasquotank rivers. These steamers bring to Norfolk for domestic uses and shipments North general country produce, truck, cotton, peanuts, lumber and shingles.

Distributed Annually. Livery cloth is distributed annually, according to an old custom, by the London Court of Aldermen to the great officers of State. Four and a half yards of the best black cloth have been sent lately to the Lord Chancellor, the Lord Chief Justice, the Master of the Rolls, the Lord Steward and the Secretaries of State for the Home and Foreign Departments.

INLAND NAVIGATION

The Albemarle and Chesapeake Canal Company.

With the Chesapeake and Delaware Canal and Delaware and Raritan Canal, form the great Island Navigation from New York, Philadelphia and Baltimore to North Carolina and the South, by Canals and Inland Navigation for Steamboats, Sailing Vessels, Rafts, etc., avoiding the dangers of Hatteras and the Coast of North Carolina.

Saving Time and Insurance!

Dimensions of Canals and Docks:

CANALS.	MILES	LOCKS
	Length Feet.	Width Feet.
Albemarle and Chesapeake Canal.....	11	240
Chesapeake and Delaware Canal.....	13	250
Delaware and Raritan Canal.....	48	320
Neversink and Esopus Canal.....	3	No Locks.

Light draft steamers bound to Charleston, Savannah, Florida and the West Indies take this route. Steam tug boats leave Norfolk towing sail vessels, barges, rafts, etc., and to and from North Carolina to Baltimore, Philadelphia and New York. Freight steamers leave Norfolk for the following places: Beaufort, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hills Ferry, Palmyra, Scotland, Seaboard, Weldon, Columbia, Fairfield, Windsor, Winton, Gateville, Marshfield, Franklin, Currituck, Cranford, Roanoke Island and Washington, Greensboro, Tarboro, Indianhook, Bay River and Newbern.

For rates of tolls, towing, maps, charts, etc., apply to
Albemarle and Chesapeake Canal Co., 21 Granby St., NORFOLK.

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